

VALUABLE NEWS FROM NEIGHBORING TOWNS

Important Happenings and Personal Items Contributed by THE CITIZEN'S Corps of Correspondents.

BEACH LAKE.

A number of boarders are here yet. This has been the best year, as every house has been full.

SOUTH CLINTON.

This place was shocked by the news that Mr. Spemack, a Polish farmer living on what is known as the Brady farm, had a black horse stolen out of his pasture.

RIVERDALE.

Fred and Julia Riedel of Pleasant Mount spent Sunday with their parents, Mr. and Mrs. F. Riedel of this place.

USWICK & LAKEVILLE.

Miss Eleanor Waterson of Brooklyn, N. Y., arrived Saturday and is the guest of Misses Jennie and Pearl Crane.

MILANVILLE.

Mr. Christie and family, who have been occupying one of the bungalows, left Sunday for their new home at Rutherford, N. J.

CASTORIA

For Infants and Children. The Kind You Have Always Bought

RESUME PROBING.

Legislative Graft Committee Holds Public Session.

WALL STREET COMES FIRST.

Mysterious Books in Montclair Warehouse Are Basis of Today's Inquiry.

New York, Sept. 7.—Probing into graft was resumed at 11 o'clock this morning by the legislative committee appointed to inquire into the rumors and charges of bribery and other irregularities in connection with past legislation.

The committee met in the aldermanic chamber at the city hall, and an interested crowd gathered to watch the proceedings.

That mysterious warehouse room full of account books which was such a mystery in Montclair for many weeks is the basis of the first investigation by the legislative graft committee.

The books were transported to the headquarters of the graft committee in the Liberty tower building and examined by Assistant Counsel Kresel and his expert accountants.

What Mr. Kresel has ferreted out has been reported to M. Linn Bruce, chief counsel; Mr. Murrell, another assistant counsel, and Chairman Merritt of the committee.

These books, those of the defunct brokerage firm of Ellingwood & Cunningham, were somewhat in evidence in the investigation into insurance matters conducted by Superintendent of Insurance Hitchcock.

It is essential that one see the Erie at work and study its problems and the manner of meeting them before drawing final conclusions about its destiny from annual report analysis.

From the physical standpoint the Erie is an interesting study. One may even grow enthusiastic over it at certain points. To be sure, the financial cloud by which the company is surrounded has a way of always floating across Erie skies when they seem to be brightest, emphasizing its poverty and limitations.

On the other hand, one cannot but have a profound respect for what Erie men have made of their road with so little to work with and with the perpetual necessity for stripping every bone clean to the marrow.

This series of articles on the Erie has primarily to do with the physical and operating aspects of the road. It is in this quarter that new methods have been introduced in recent years, and by them the stigma of a long period of inefficiency, resulting in poor service, removed.

Efficiency on the Erie is the result of necessity. If the Erie were wealthy, like some of its competitors, it, too, would probably be wasting money just as they are in expensive terminals, stations, overmaintenance and in the numerous ways that waste is absorbed where credit is good and new capital can easily be raised.

My personal belief is that this waste nearly always equals the gain that is to be had from ability to adopt methods tending toward greater economy. The Erie has as loyal a body of men as is to be found in the East, and men who are today very proud of the results which they are helping to produce.

This quality is everywhere apparent on the road. It is one of the best assets the Erie management possesses. It saves many dollars for net earnings, by preventing waste in accidents, delays and in use of material and starts a whole lot of new revenue in the direction of the company's treasury.

Last February and March, when the New York Central and Pennsylvania were badly blocked in the Middle West, owing to heavy snowstorms, and later, floods, the Erie took their business and moved it. In one month its loaded cars increased 9 per cent., in the other 16 per cent. This was a test of efficiency. Primarily the engines of the Erie were in better condition than to stand the strain of bad weather than were those of its competitors.

The most powerful Mallet engines ever built are to be found on the Erie hauling coal trains up the hills at Port Jervis and Susquehanna. By means of the Guymard and the Genesee cut-offs, the Erie has the lowest potential and about the lowest actual grades across the state. By the use of them it has been able to increase its trainloads, at particular points, from 40 to 95 per cent., and to cut

BUSY ERIE ROAD

A FEW REASONS PRESENTED FOR UNPRECEDENTED PROSPERITY AND USEFULNESS OF ONE OF THE FASTEST-GROWING RAILROAD SYSTEMS IN THE UNITED STATES—SOME INTERESTING FACTS.

A railroad that serves its patrons well, gives its passengers safe transportation and keeps freight from standing in yards and does many unusual traffic things, always attracts attention. Just now, by reason of a splendid earning statement, the Erie is being rather favorably discussed in banking circles.

Mr. Speare is no novice at practical railroad inspections and, having many of them, is in a position to institute comparisons. His findings and conclusions are published in a pamphlet and he found the Erie to be a very much better railroad than most people think it is.

What an Expert Has to Say.

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its expenditures in half. To do this has involved the outlay, in the last five miles of new line, an average of \$200,000 per mile, with individual miles costing from \$500,00 to \$1,000,000.

The physical condition of the Erie bears, in all essential matters, evidence of careful and ample maintenance. There is no waste exhibited except where due to lack of funds for providing agencies for economy.

This applies particularly to the shops of the company, which have still to be reinforced in numbers before the best results can be obtained. In the past few years several million dollars have been expended in increasing shop facilities. But they are still inadequate. The roadbed is strong, with a large proportion of rock ballast on the four track and double track divisions, 100-pound and 90-pound rail, steel bridges and more solid overhead crossings on the new lines than one sees in a long journey.

That the Erie has not neglected its physical body is shown in the comparisons below, which give its three-year average of maintenance of way and maintenance of equipment, and that of the four roads whose statistics have been used to suggest proper Erie perspective:

Table with 4 columns: Road Name, per mile, Tot. Erie, Le'gh Val., N. Y. Cen., Lackawanna, Del. & Hud.

For these figures, covering the years 1907, 1908 and 1909, it will be seen that the Erie has been putting into its road, bridges and buildings as much per mile, approximately, as the Lehigh Valley, 20 per cent. more than the Delaware and Hudson, and if the relation between the many miles of four-track line on the New York Central, compared with two tracks on the Erie, were to be taken into consideration, the per mile allowance on both roads would be about equal.

The Erie has no pretentious stations or station grounds, it is not over-generous with paint on its buildings or with its facilities for section labor. Every dollar of expenditure has to check up into an efficiency result. There are none to spare for decorations.

The unit of greatest importance on a railroad is the locomotive. What it does in the way of yearly mileage, the number of failures that it records and the cost of repairs to keep it in condition and for fuel and labor to run it, are the best efficiency measures obtainable.

The engines of the Erie, and this statement is made after a recent careful inspection of the Lehigh Valley and daily observations of the power of the Reading and Central of New Jersey, are a thoroughly businesslike-looking and acting lot. A majority of those in the freight service are 100-ton to 110-ton capacity, with exception of the Mallets, which are twice as large. The record of the Erie for engine failures this past year, kept by the Public Service Commission, is second to the Lackawanna and has been better, at intervals, than that road."

AN EXTRAORDINARY OFFER.

The Citizen, which is now acknowledged to be the leading newspaper in Wayne county, makes the following offer:

We will send you The Citizen for one year (104 issues) for \$1.50 and give you one dollar's worth of Citizen Coupons, which will be accepted as cash by the leading merchants of Honesdale.

CORN'S NATIVE LAND.

Belief that the Grain Originated in America Spotted by China.

It has been generally believed that America was the original home of corn. Last year a small lot of shelled corn of a kind new to this country was sent to the department of agriculture from Shanghai. It proved to have qualities that may make it valuable in breeding a corn adapted to the hot and dry conditions of the southwest.

The plants raised in the test averaged less than six feet in height, with an average of twelve green leaves at the time of tasselling. The ears averaged five and a half inches in length and four and one-third inches in greatest circumference, with sixteen to eighteen rows of small grains. On the upper part of the plant the leaves are all on one side of the stalk instead of being arranged in two rows on opposite sides. Besides this, the upper leaves stand erect instead of drooping, and the tips of the leaves are therefore above the top of the tassal. The silks of the ear are produced at the point, where the leaf blade is joined to the leaf sheath, and they appear before there is any sign of an ear except a slight swelling.

This corn is very different from any that is now produced in America. Its peculiar value is that the erect arrangement of the leaves on one side of the stalk and the appearance of the silks in the angle where the leaf blade joins the sheath, offer a protected place in which pollen can settle and fertilize the silks before pollination. While this corn may be of little value itself, it is likely that by cross-breeding these desirable qualities can be imparted to a larger corn, which will thus be better adapted to the southwest.

The experts say that this particular corn is so different from anything in the new world that it must have been developed in the old world, and intimate that corn was grown in China many years before the voyage of Columbus. The fact that this admission is made by experts of a department which has a cabinet officer from this country's greatest corn state is interesting.

As She is Spoke in Siam.

This is an extract from a Siamese paper that has an English column for foreign readers: "Shooting Outrage—O Fearful Agony.—Khoo Tong was a man of Lanroon and on his return accidentally shot at by some miscreant scoundrels. Untimely death, oh fearful! All men expressed their mourn. The cowardice dogs is still at large."—Everybody's Magazine.

EVER INCREASING.

A bank account is like a snowball--roll it gently along and it will get larger (almost without your noticing it) as the days go by. Like the snowball, too, the hardest work is making the first deposit, giving it the first push, after which the initial impetus gains as the ball runs down, the bank account rolls up. We want to help you with your financial snowball.

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